

IN THE CLAIMS

1. (Currently amended) A power transmission drive ~~(1, 17)~~ comprising a synchronous drive for an internal combustion engine ~~[(2)]~~, with which a rotating angle between a driven member ~~[(3)]~~ and a drive member ~~(4a, 4b, 19)~~ can be detected, wherein a member of the power transmission drive ~~(1, 17)~~ includes an electronic controller ~~[(14)]~~ which interacts with a control system of the internal combustion engine ~~[(2)]~~, wherein a sensor ~~(11a, 11b, 11c, 36)~~, ~~comprising~~ comprising a transducer, detects an oscillating angle deviation, a rotating angle deviation, an irregularity in rpm, or a correcting movement between the driven member ~~[(3)]~~ and the drive member ~~(4a, 4b, 19)~~ and sends a signal to the controller ~~[(14)]~~, which calculates a control parameter, wherein after a defined limit value is exceeded, the controller ~~[(14)]~~ initiates an emergency program of the internal combustion engine to operate the internal combustion engine at a lower power level, ~~preferably through an actuator (15).~~
2. (Currently amended) Device according to claim 1, wherein a free engine clutch (26) allocated to the driven member ~~[(3)]~~ or the drive member ~~(4a, 4b, 19)~~ protects a drive for an accelerated angular velocity of the power transmission drive ~~(1, 17)~~.
3. (Currently amended) Device according to claim 1, wherein, for forming a coupled drive, a power transmission means ~~[(18)]~~ of the power transmission drive ~~[(17)]~~ is connected to a running wheel ~~[(22)]~~ of the power transmission drive ~~[(1)]~~ acting as a control drive for the internal combustion engine ~~[(2)]~~.

4. (Currently amended) Device according to claim 3, wherein the power transmission drive [(17)] includes, as a drive member [(19)], a fuel pump, which, in connection with an associated sensor [(36)], the controller [(14)], and a free engine clutch [(26)], prevents full-load operation of the internal combustion engine [(2)] for a disruption in a function of the fuel pump.

5. (Currently amended) Device according to claim 3, wherein a free engine clutch [(26)] is arranged in a running wheel [(23)] between an inner ring [(27)] locked in rotation with a pump shaft [(25)] and an outer ring [(29)] of the running wheel [(23)].

6. (Currently amended) Device according to claim 4, wherein the free engine clutch [(26)] is inserted within a housing [(30)] of the fuel pump and connects to two journals of the pump, which is a high-pressure pump.

7. (Currently amended) Device according to claim 2, wherein the free engine clutch [(26)] comprises a clamping body free-wheel or a clamping roller free-wheel.

8. (Currently amended) Device according to claim 1, wherein the sensor [(11c)] is allocated to a unit of the power transmission drive ~~(1) comprising a tensioning device (8), a camshaft adjuster, a deflection roller (6), or a water pump.~~

9. (Currently amended) Device according to claim 1, wherein after an oscillating angle deviation, rotating angle deviation, or irregularity in rpm set as a limit value has been exceeded, the controller [(14)] triggers an acoustic and/or optical signal.

10. (Currently amended) Device according to claim 1, wherein measurement values, which exceed the limit value, and also measurement values, which correspond to a tolerance range preset for the limit value, are stored in a fault memory of the controller ~~[[14]]~~.

11. (Original) Device according to claim 1, wherein the measurement of the rotating angle deviation between the drive member and the driven member is taken for a warm-running internal combustion engine.

12. (Currently amended) Device according to claim 1, wherein, in an operating state of the internal combustion engine ~~[[2]]~~, in connection with the at least one sensor ~~(11a, 11b, 11c, 36)~~ and the controller ~~[[14]]~~, a continuous comparison of measurement values is performed by the controller for determining an oscillating angle deviation, an irregularity in rpm, or a rotating angle deviation between the driven member ~~[[3]]~~ and the drive member ~~(4a, 4b, 19)~~.

13. (Currently amended) Device according to claim 1, wherein the power transmission means ~~(5, 18)~~ for the power transmission drive ~~(1, 17)~~ comprises a toothed belt.

14. (Currently amended) Device according to claim 1, wherein a tensioning device ~~(8, 21)~~ is allocated to a loose section ~~(20, 24)~~ of the power transmission drive ~~(1, 17)~~.

15. (Currently amended) Device according to claim 4, wherein the fuel pump, which is pivotally supported against a spring element simultaneously acts as a tensioning device [(21)] of the power transmission drive [(17)].

16. (Currently amended) Device according to claim 1, wherein the power transmission drive [(1)] includes a starter generator, with which the internal combustion engine [(2)] is started in a start mode, and the internal combustion engine [(2)] drives the power transmission drive [(1)] in a generator mode.

17. (New) Device according to claim 8, wherein the unit of the power transmission drive comprises one of a tensioning device, a camshaft adjuster, a deflection roller or a water pump.